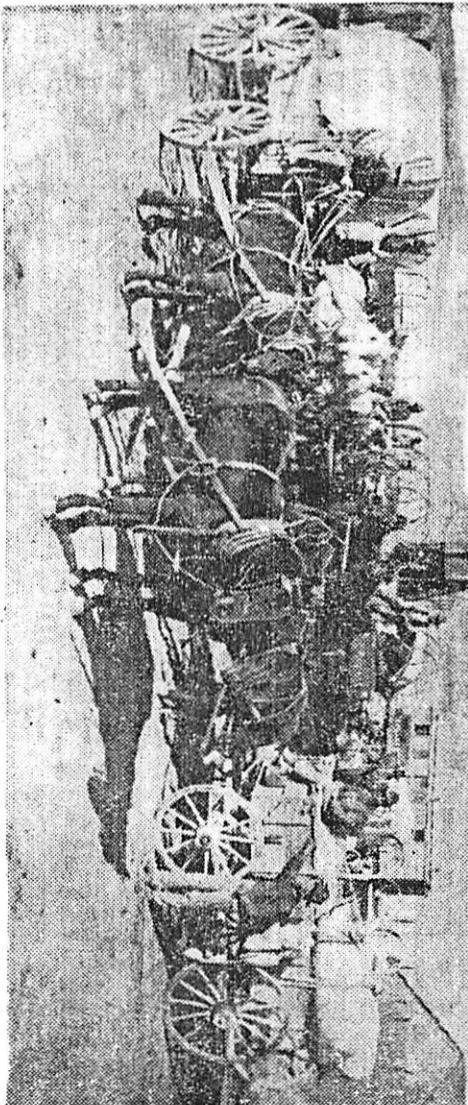


John
Wells
With
Witt



Tribune Centennial Photo.

ROCKY ROAD OF PROGRESS

Early Utah 'Spiced Tongue' Inspired Freighter Mules

"Gi-di-yup!" Long after the coming of the railroad, that was the key word in Utah transportation.

Old time wagon freighters didn't know the difference between over-drive and compound low gear but they were experts in the use of

whip, block-brakes and the colorful language that could "inspire" even a mule team to utmost effort.

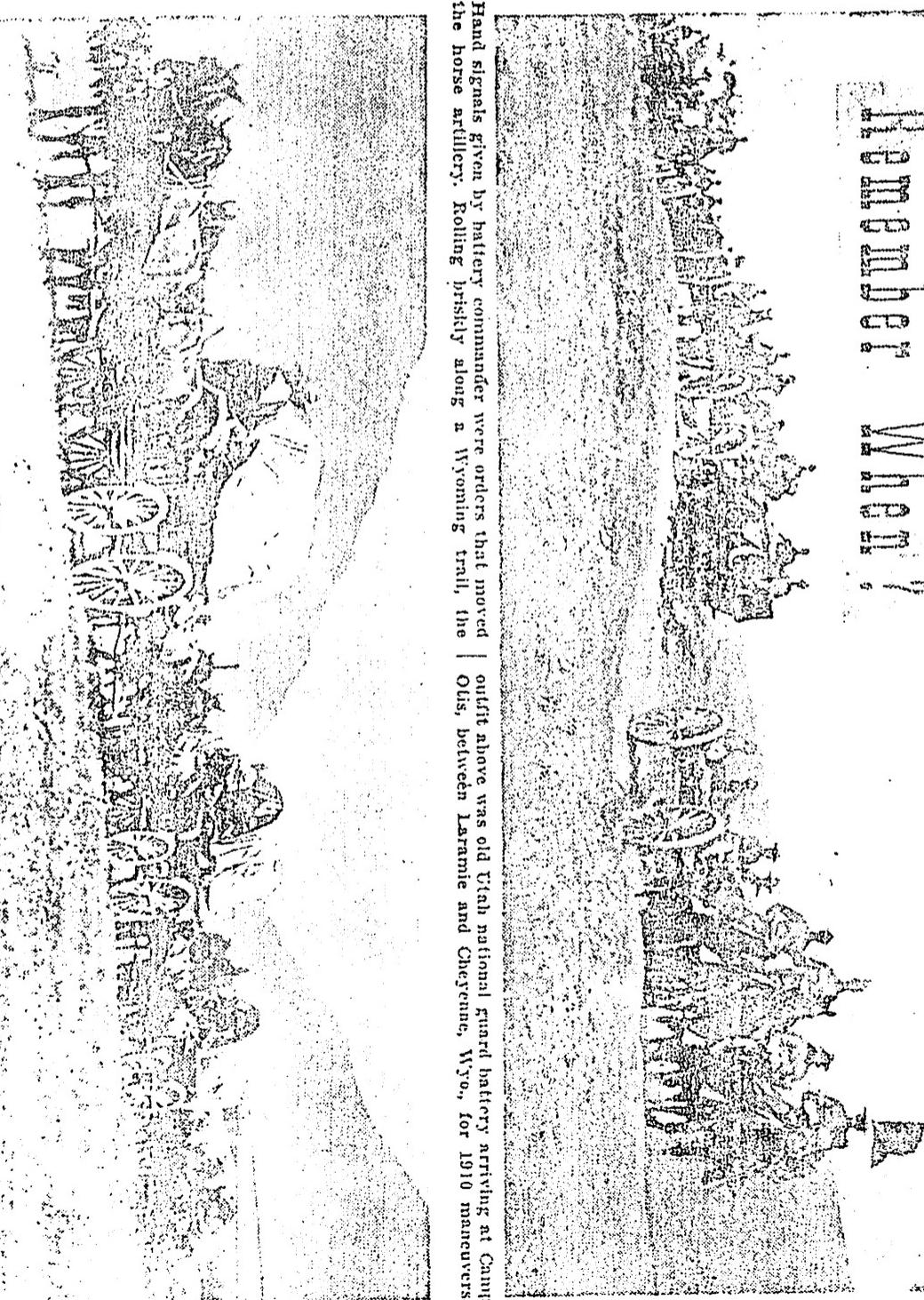
Besides the established commercial freighting companies there were countless one or two wagon "outfits" which did hauling on a seasonal or part-time basis. Back and forth to the railroad was always a good route, but besides that there was good profit in exchanging the products of one agricultural valley with those of another. Better still was the wagon trade of farmers with mining camps where money sometimes was more abundant than fresh fruit. The freighters in today's Centennial contest photo were part of a wagon train which had just exchanged Dixie molasses for northern Utah flour at the Lund, Iron county, railroad depot. With water barrels refilled they were ready to start the 80-mile return trip across the Escalante desert to Virgin and Springdale in Washington county.

George H. Isom, Hurricane, submitted the picture.

Wines - one
Nevada
Nevada
Bark
Bark
Bill
Wm.
John
John

*Art
Early
Life*

Remember When



Hand signals given by battery commander were orders that moved the horse artillery. Rolling briskly along a Wyoming trail, the outfit above was old Utah national guard battery arriving at Camp

outfit above was old Utah national guard battery arriving at Camp Otis, between Laramie and Cheyenne, Wyo., for 1910 maneuvers.

Canvas covered wagons made up the supply trains of national guard transports, but in 1914 when this picture was made in Salt Lake valley military units. Gun carriages were faster than the heavy-wheeled key maneuvering guardsmen were never out of reach of supply trains.

sleek as seals. The roads being in splendid condition, good time was made. Uncle Sam, by this time, had stationed soldiers along the road, and the Indians were pretty well subdued.

Reaching Bitter creek, the freighters found it lined with railroad graders of the lowest type. The sluggish creek was nearly a hundred miles long, and thousands of workmen were sporting in its waters in the July weather and, besides, washing their dirty clothing in it. While this did not improve the taste of the water, it made but little difference to the graders, as the water they used for culinary purposes was hauled from the Green river and other far-off places. The freighters, however, were compelled to drink Bitter creek water, or go without. By the time they reached the mouth of this filthy stream, the water was so thick and slimy that Riley Judd, in a fit of rational humor, declared that after he started drinking the water he could not let go until he had chipped it off with his scissors. It was so full of alkali and other poisonous substances that it came near killing some of the toughest mules in camp—but the boys escaped.

Arriving at Bear river, the majority of the returning freighters went to work on the Naunn contract. This job completed, they went to work on President Young's one hundred mile contract, remaining there all winter. Crismon Brothers had a thirty-six mile contract which occupied the most of their time that season. That winter hay could not be purchased at any price and their animals were fed solely on shelled corn. Often in the morning the boys would find several dead animals lying around the camp. Crismon Brothers alone lost about fifty head. Had it not been for the exorbitant prices the railroad people paid for their work, such losses could not have been sustained. As soon as the railroad reached Ogden, early in May, 1869, the occupation of the Utah freighters was gone. They sold their outfits to the highest bidders and invested their means in other enterprises. Thus ended the big railroad year of 1868, and forever the days of freighting over the plains.

—Improvement Era.

TRUMAN'S GRANDFATHER SAVED FROM BUSINESS FAILURE BY BRIGHAM YOUNG

Again in the capital of Mormonism this week (Sept. 1948) President Truman related in public an anecdote that he had told in private at the time he headed the senate committee investigating war contracts in Utah in April, 1944.

The story has to do with the President's grandfather, Solomon Young, who, according to Mr. Truman, owed much to the generosity and wisdom of the Mormon pioneer leader, Brigham Young.

As related by the then Senator Truman to a Salt Lake Times reporter in 1944, Solomon Young was the owner of a large wagon train. The wagons were loaded with merchandise destined for delivery to a division of the United States army then encamped at Camp Floyd, now known as Cedar Fort in Tooele county. When Mr. Young reached Utah army officials refused to receive the merchandise valued at approximately \$200,000, Mr. Truman recalled. As a result Mr. Young was left with this merchandise and was unable to return east because his funds were exhausted.

In his search for a solution to a desperate situation, Mr. Young encountered President Young near Lehi. President Young invited the Missourian to bring his merchandise to Salt Lake City. On his arrival the Mormon leader aided his newly found friend in opening a store and disposing of the goods at a fair profit.

According to A. William Lund, LDS church historian, the Solomon Young wagon train consisted of 40 wagons and 130 oxen and arrived in Salt Lake City in 1860.

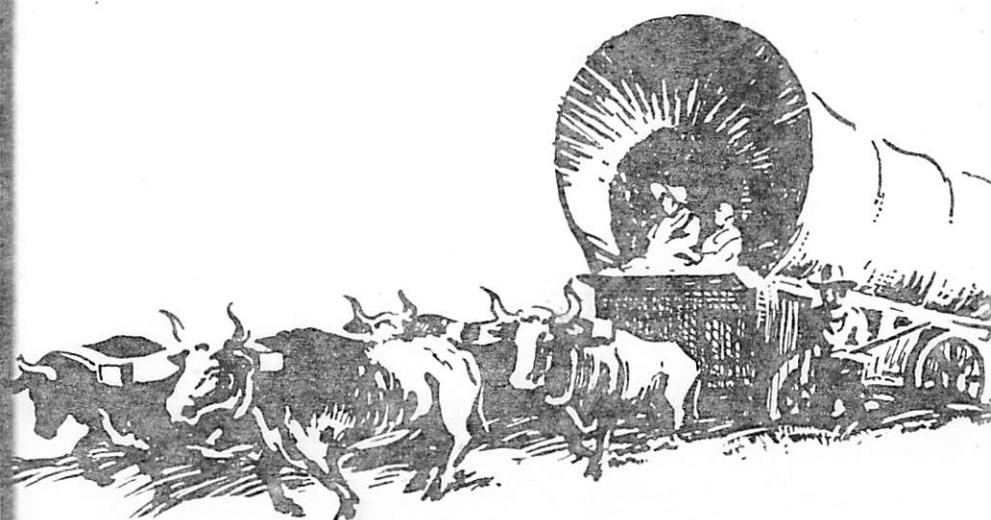
Mr. Young is credited with introducing in Utah the use of lighter wagons coupled together so that two wagons could be pulled with the same number of oxen as had previously been used to pull one.

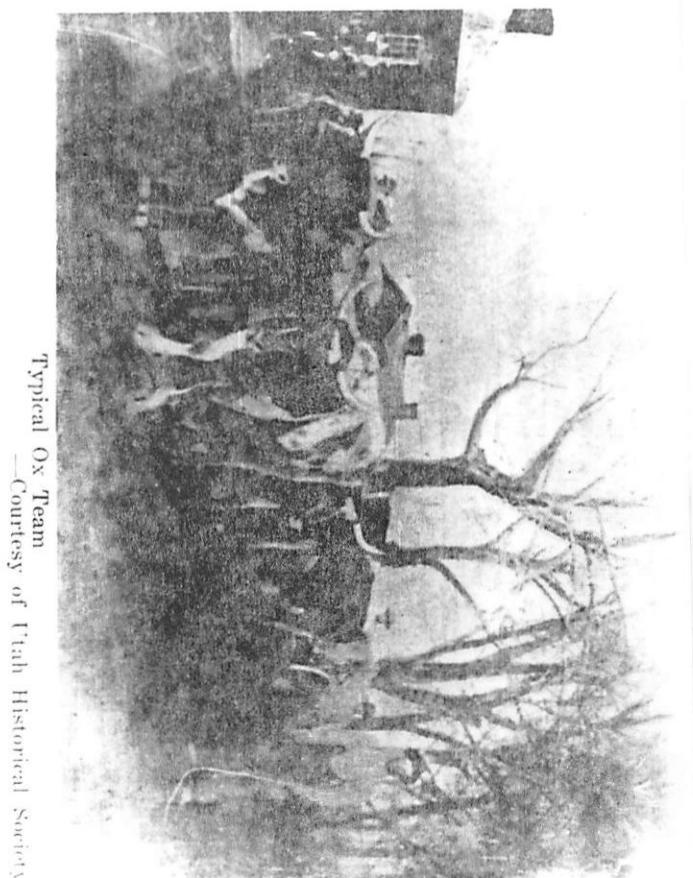
LDS church records reveal that Solomon Young was a member of the Grand Army of the Republic and died in Salt Lake City Sept. 24, 1914, at the age of 74. He is buried in a local cemetery.

Sale of Solomon Young's merchandise in Salt Lake City fulfilled in part the famous prophecy of the early Church leader, Heber C. Kimball, that eastern merchandise would be sold in Salt Lake City for less than the same quality of goods was bringing east of the Missouri river.

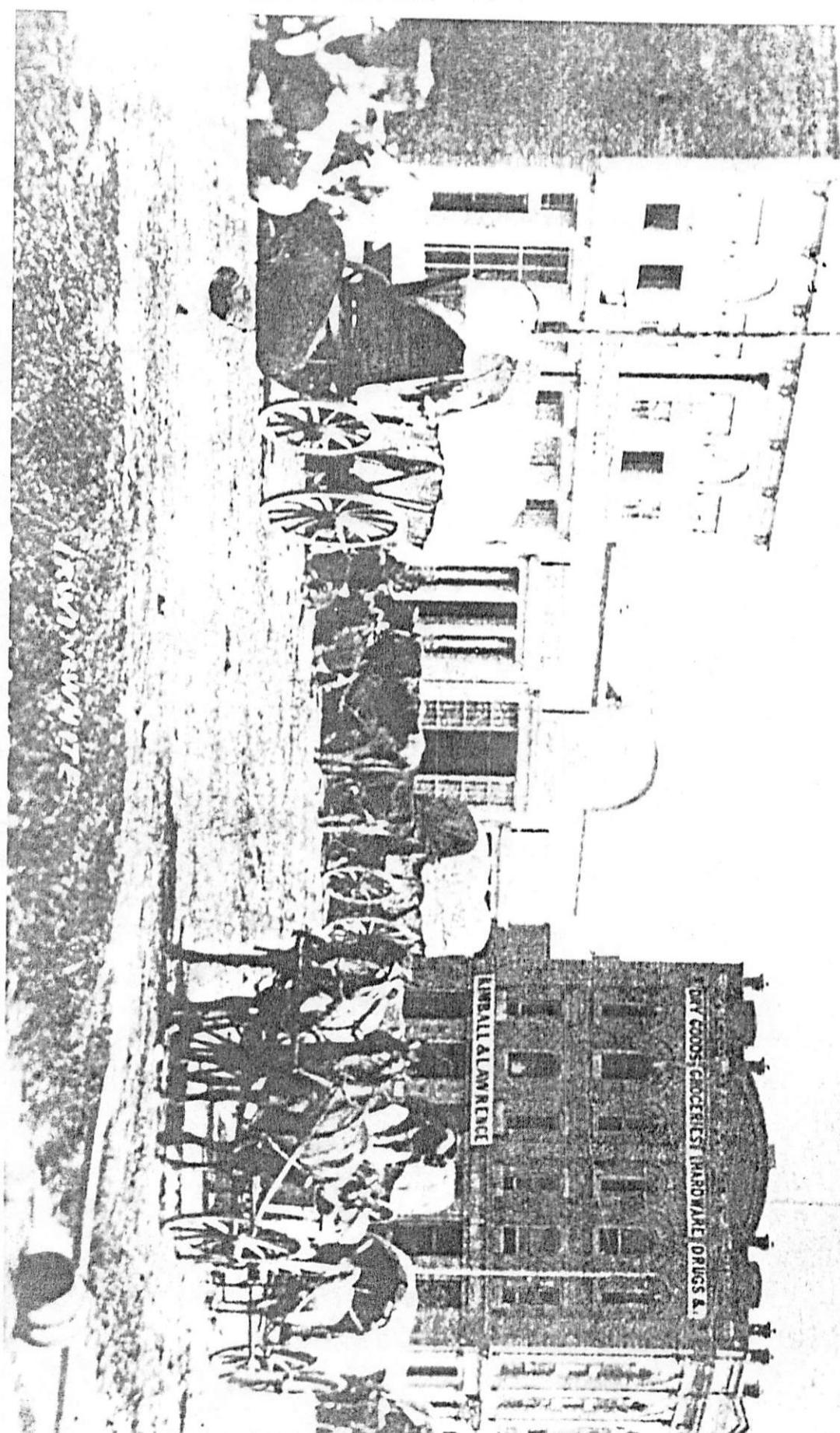
President Truman on his visit to Salt Lake City recently related the story in part during the course of his remarks at the Mormon tabernacle, and expressed the wish that his "old grandfather could see me now."

The story was widely broadcast by the scores of reporters and radio commentators accompanying the president on his western campaign tour.

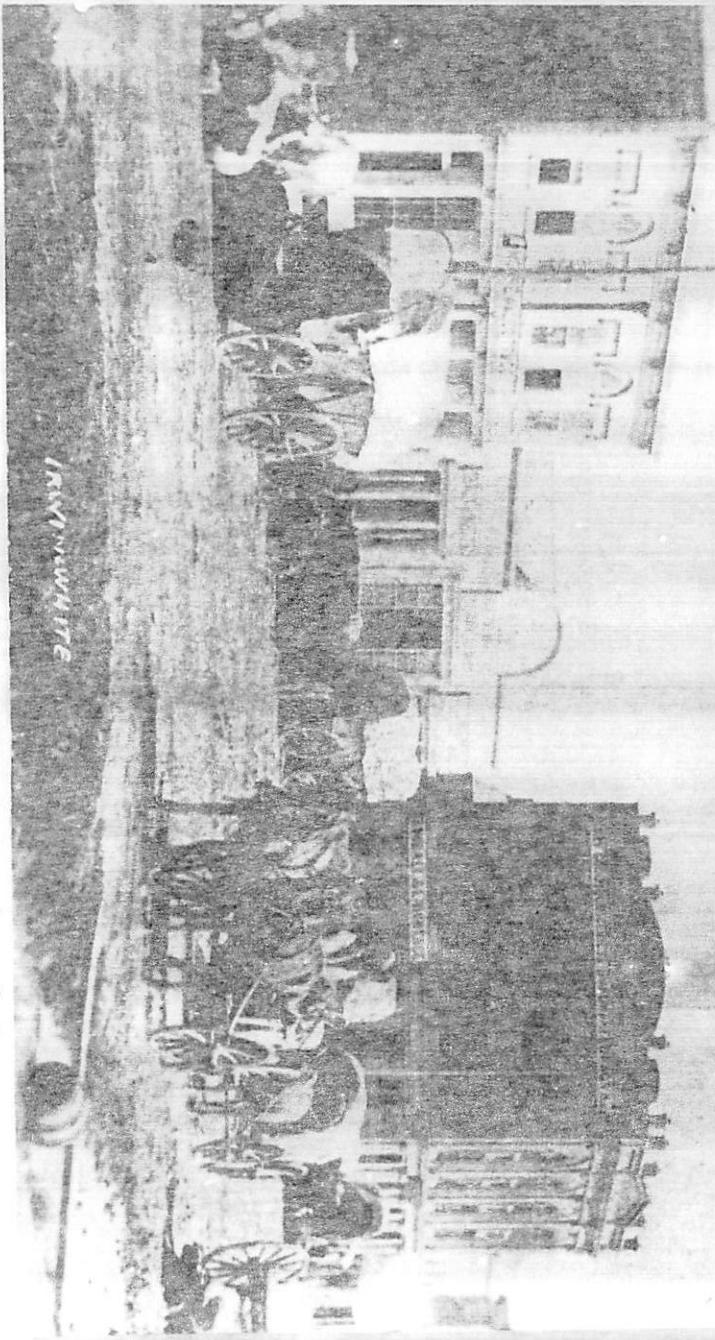




Typical Ox Team
Courtesy of Utah Historical Society



Main Street and First South, Salt Lake City, 1860s, showing early store fronts.
USHS collections.

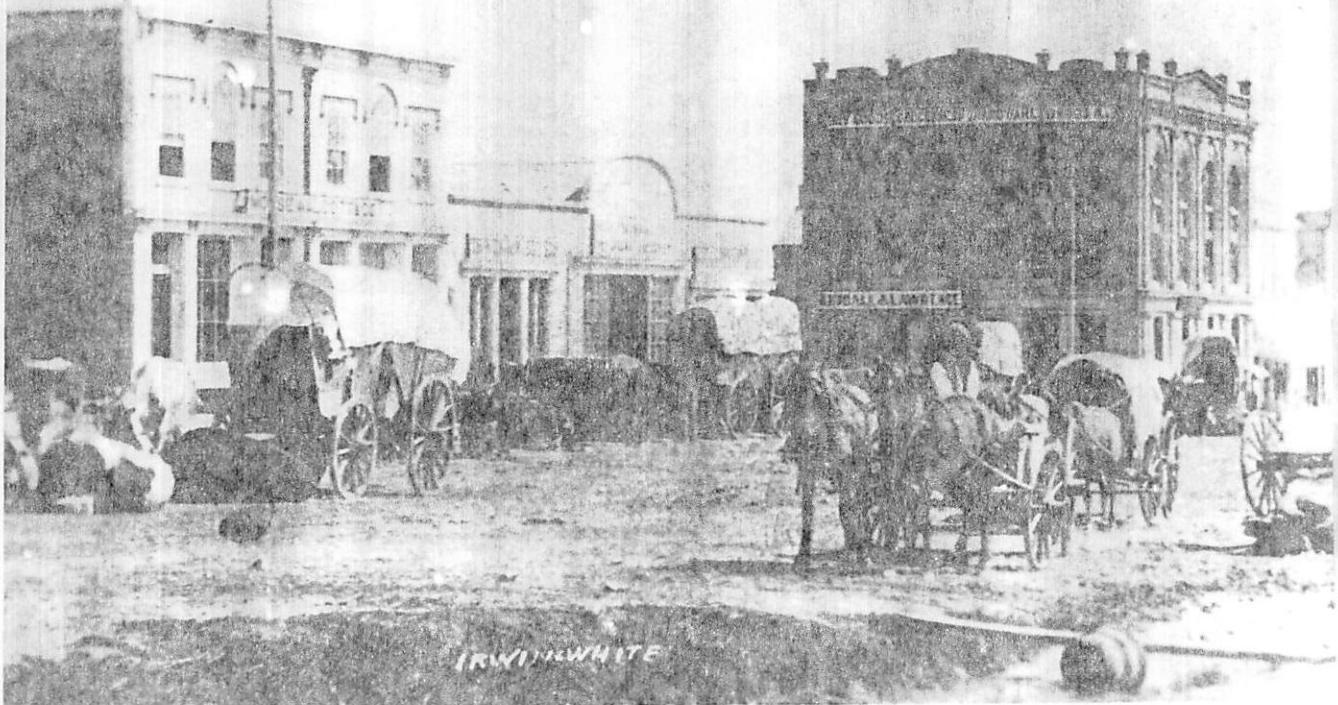


*Main Street and First South, Salt Lake City, 1860s, showing early store fronts.
USHS collections.*

Early Mormon and Utah Holographic Script

BY NORMAN K. JOHNSON

GROUP LIFE DEMANDS METHODS AND MEDIA OF EXCHANGE. Today we think little of these basic necessities because they have been folded so completely into our cultural patterns. As with so many things we take for granted, it is difficult to imagine life without them. The question, "How did early Mormons and Utahns satisfy their need for exchange media?" is a fascinating one. They did so in a number of ways, some of



*Main Street and First South, Salt Lake City, 1860s, showing early store fronts.
USHS collections.*

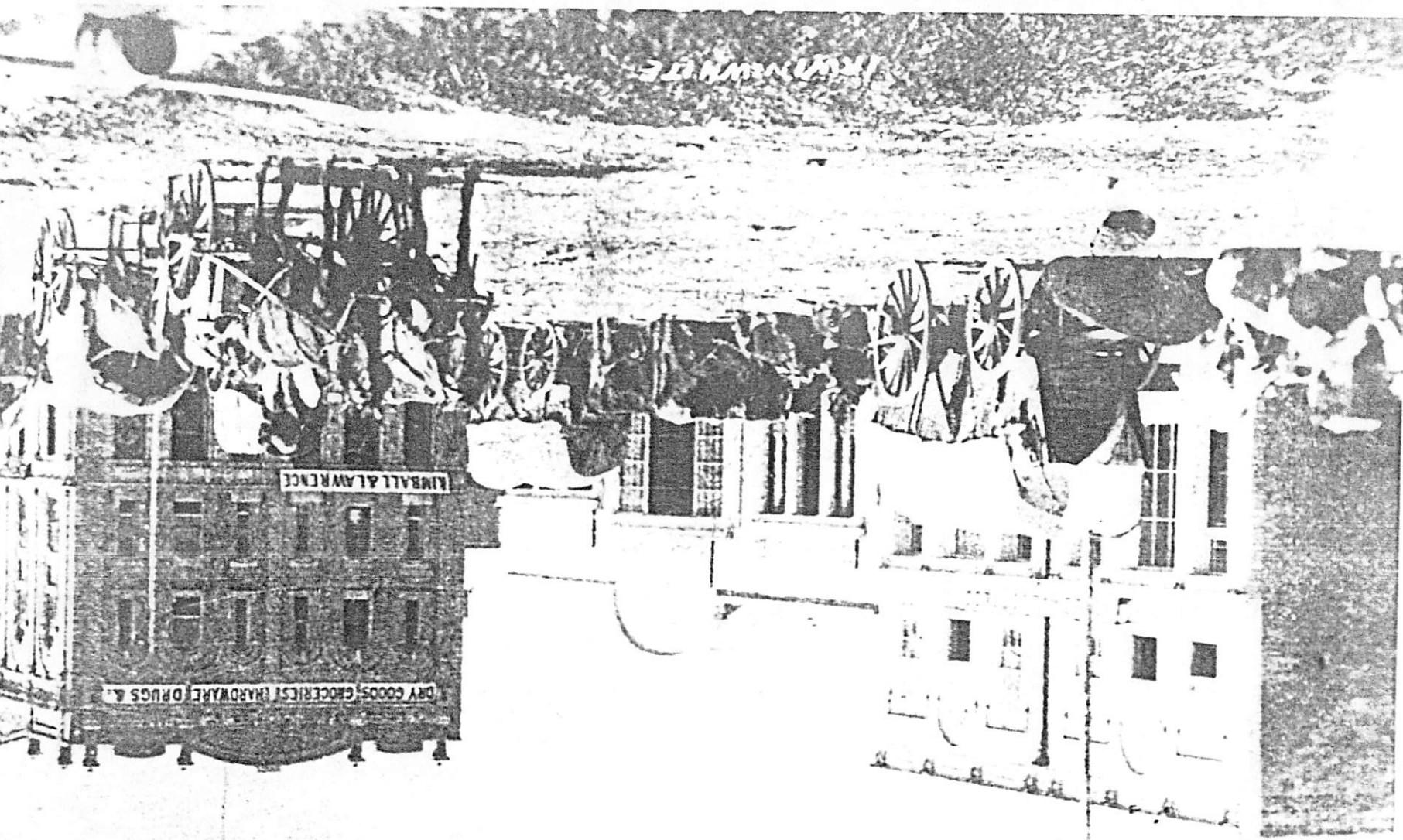
Early Mormon and Utah Holographic Scrip

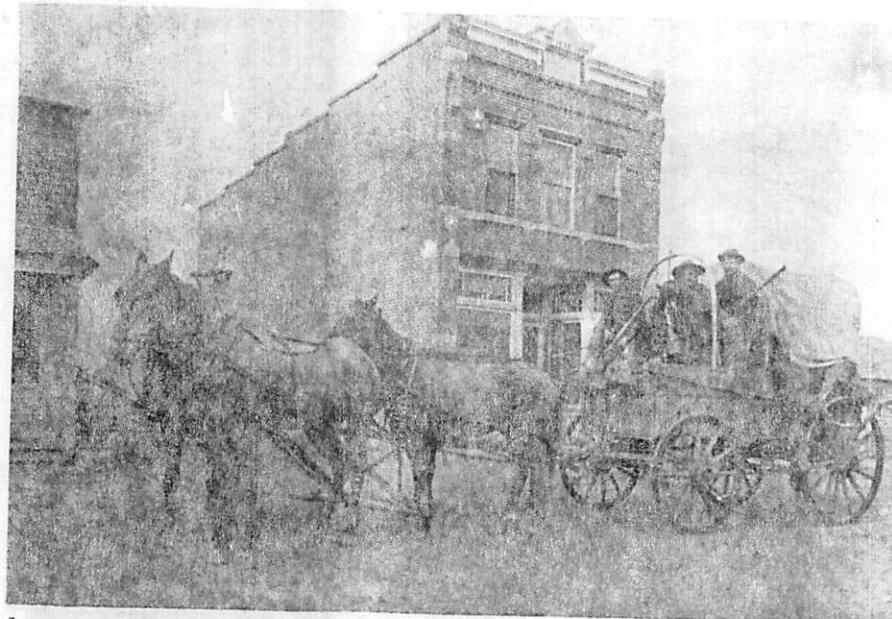
BY NORMAN K. JOHNSON

GROUP LIFE DEMANDS METHODS AND MEDIA OF EXCHANGE. Today we think little of these basic necessities because they have been folded so completely into our cultural patterns. As with so many things we take for granted, it is difficult to imagine life without them. The question, "How did early Mormons and Utahns satisfy their need for exchange media?" is a fascinating one. They did so in a number of ways, some of

Mr. Johnson is legal counsel for the Western States Water Council.

Main Street and First South, Salt Lake City, 1860s, showing early store fronts.
U.S.H.S. collections.





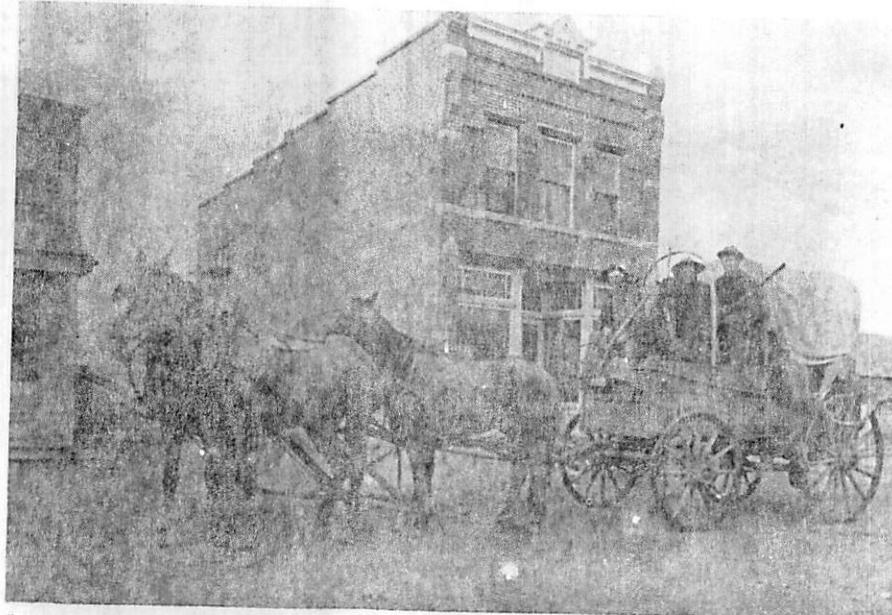
An early Charleston picture showing James Ritchie, George B. Wright and Laurie Jacobs returning from the hunt. Note the bear and the deer on the wagon.

Another blow to the community came when engineers of the Water and Power Board reported that at least \$72,000 would be needed to construct new water facilities. Many felt this amount would be impossible to raise, but without the new water system their dairy industries would also collapse, so they determined to proceed.

A loan of \$55,000 was obtained from the Water and Power Board, and the balance of funds were pledged in work or loans from individuals of Charleston. Edwin Hatch, Salt Lake attorney, was appointed legal adviser to the project and Mill North became superintendent of construction.

Springs for the water system was purchased from Francis Probst, and steel pipe was purchased to be used in construction. Bids were called for on the construction work and Bethers Brothers received the contract. Trenches were dug, the lines were laid, a main storage tank of concrete and steel reinforcing was constructed and connections were made in each of the homes. The project was completed by December of 1949, and after a general clean-up in the spring of 1950 the community had a safe, pure water system, and the dairy industry was again licensed by Salt Lake City health officials.

In the modern world of today, Charleston is a quiet, farming community of about 300 people. Most of its land and much of its history lies beneath the blue waters of Deer Creek Reservoir.



An early Charleston picture showing James Ritchie, George B. Wright and Laurie Jacobs returning from the hunt. Note the bear and the deer on the wagon.

Another blow to the community came when engineers of the Water and Power Board reported that at least \$72,000 would be needed to construct new water facilities. Many felt this amount would be impossible to raise, but without the new water system their dairy industries would also collapse, so they determined to proceed.

A loan of \$55,000 was obtained from the Water and Power Board, and the balance of funds were pledged in work or loans from individuals of Charleston. Edwin Hatch, Salt Lake attorney, was appointed legal adviser to the project and Mill North became superintendent of construction.

Springs for the water system was purchased from Francis Probst, and steel pipe was purchased to be used in construction. Bids were called for on the construction work and Bethers Brothers received the contract. Trenches were dug, the lines were laid, a main storage tank of concrete and steel reinforcing was constructed and connections were made in each of the homes. The project was completed by December of 1949, and after a general clean-up in the spring of 1950 the community had a safe, pure water system, and the dairy industry was again licensed by Salt Lake City health officials.

In the modern world of today, Charleston is a quiet, farming community of about 300 people. Most of its land and much of its history lies beneath the blue waters of Deer Creek Reservoir.

W
in
La
the
ne
the
nit
we

*Typical
Wagon
Freighters*

THE REXBURG JOURNAL, Thursday, October 23, 1980



A lot of team work

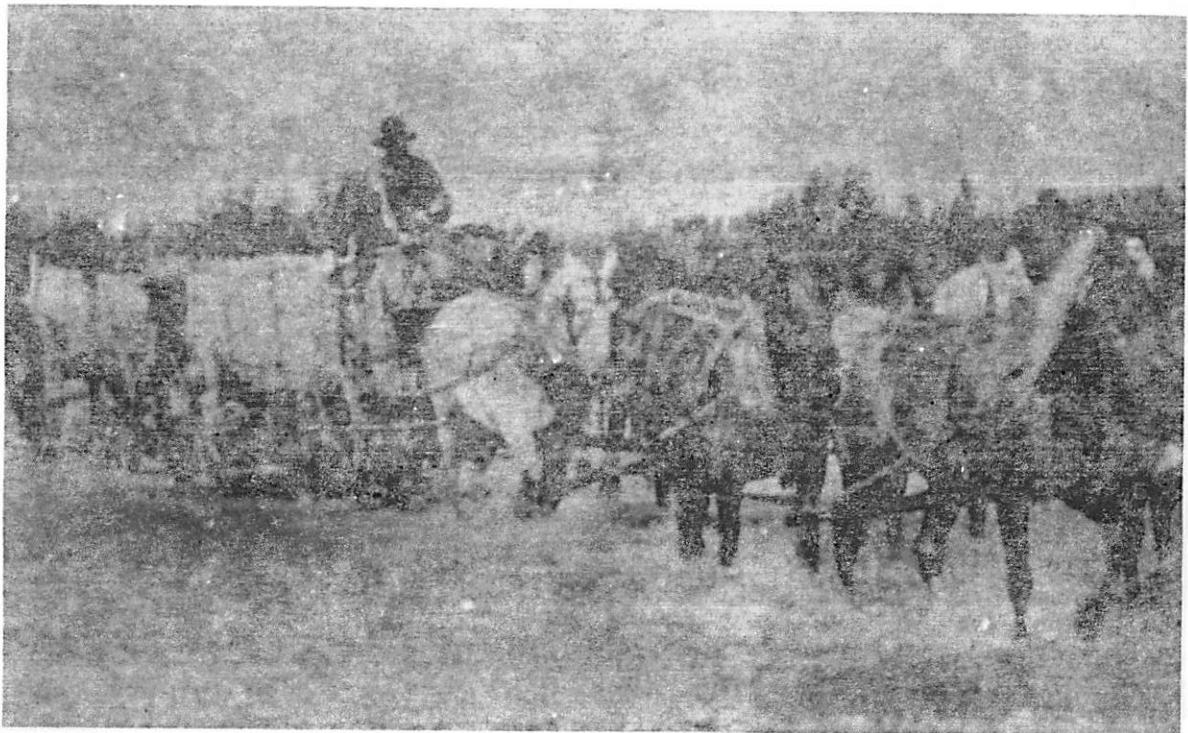
This picture was taken in 1927 of Ray Osborne of Ashton when he was freighting from Ashton over the Reclamation Road to Moran. This same picture, greatly enlarged, hangs in the Capitol Building in Washington, D.C.; in the State Capitol Building at Cheyenne, Wyo.' in the Jackson Museum in Wyoming, and in the entrance to the Teton National Forest Headquarters at Moose, Wyo. Osborne loaned the picture.

Ashton to Moran

Osborne Remembers Freighting Days

ASHTON- Ray Osborne of Ashton can boast of being part of what was probably the most hazardous freight line in the history of the United States the Ashton Idaho-Moran Wyoming Horse an Wagon Freight Line.

THE REXBURG JOURNAL, Thursday, October 23, 1980



A lot of team work

This picture was taken in 1927 of Ray Osborne of Ashton when he was freighting from Ashton over the Reclamation Road to Moran. This same picture, greatly enlarged, hangs in the Capitol Building in Washington, D.C.; in the State Capitol Building at Cheyenne, Wyo.' in the Jackson Museum in Wyoming, and in the entrance to the Teton National Forest Headquarters at Moose, Wyo. Osborne loaned the picture.

Ashton to Moran

Osborne Remembers Freighting Days

ASHTON- Ray Osborne of Ashton can boast of being part of what was probably the most hazardous freight line in the history of the United Statesthe Ashton Idaho-Moran Wyoming Horse an Wagon Freight Line.